

**Project Description:**  
New Britain – Hartford  
Busway

**Project Number:** 171-305

**New Britain-Hartford  
Busway**



**Project Scope:**

The New Britain – Hartford Busway is a dedicated Bus Rapid Transit (BRT) facility along an exclusive 9.4-mile corridor between downtown New Britain and downtown Hartford. The recommended corridor follows an abandoned railroad right-of-way from New Britain to approximately 2,000 feet south of Newington Junction (a distance of approximately 4.4 miles). From this point north, the Busway corridor lies within the active Amtrak railroad right-of-way and is, for the most part, parallel to the active Amtrak rail line (a distance of approximately 5.0 miles). The Busway is about 32 feet wide with two 12-foot lanes and two 4-foot shoulders, with additional passing lanes at the transit stations.

A total of 11 transit stations will serve the users of the Busway. Through coordination between the Department and Central Connecticut State University in New Britain, the Busway design makes provisions for a 12<sup>th</sup> station stop to support the proposed East Campus expansion. A multi-use trail will be constructed adjacent to the north/west side of the Busway from downtown New Britain to the Newington Junction Station in Newington (a distance of approximately 4.4 miles).

**Design:**

The Busway project has been divided into nine design contract sections. Final design for the Busway is anticipated to be completed by April 2011.

**Construction:**

The Busway project has been divided into five construction contracts as follows:

Contract No.	Major Work Elements	Approx. Constr. Cost	Anticipated Advertising Date
1	Busway, one Station, Rte.72 and Rte. 9 ramps and Multi-use Trail	\$35M	June 2011
2	Busway, two Stations, Cedar Street Bridge Replacement, and Multi-use Trail	\$52M	May. 2011



Contract No.	Major Work Elements	Approx. Constr. Cost	Anticipated Advertising Date
3	Busway, seven Stations, Amtrak Access Road, Reconstruction of Flatbush Avenue, and Multi-use Trail	\$185M	Mar. 2011
4	Busway, and one Station And Railroad Relocation	\$31M	Jul. 2011
5	Broad Street Bridge Replacement	\$10M	Aug. 2011

**Financial Sources:**

- Federal: \$455 million (Program Cost)
- State: \$112 million (Program Cost)

**Budget Analysis:**

- Project Cost: \$567 million
- Expenditures to Date: \$65 million

**Schedule Analysis:**

- Submission of Full Funding Grant Agreement Application: December, 2009
- Receipt of Full Funding Grant Agreement (FFGA): Spring, 2011
- Start Revenue Service: August, 2014

**Challenges and Risks:**

Design for the first contract to be advertised is 100% complete with the next three contracts following soon thereafter. The project property acquisition is well under way, most of the total takes and many of the partial takes have been successfully acquired. The permit application was submitted to the Department of Environmental Protection (DEP) in early August 2010.

The receipt of the Full Funding Grant Agreement from the Federal Transit Administration remains a potential barrier to completion of the funding plan for the project.

**Outlook:**

The Department continues to advance this project through the New Starts funding process and is expecting the Full Funding Grant Agreement in spring of 2011. Construction is expected to start in summer of 2011 with completion and start of revenue operation in summer of 2014. For additional information visit the project website at [www.ctrapidtransit.com](http://www.ctrapidtransit.com)